SECTION 3: RECOMMENDATIONS

General Recommendations

The following section outlines the final recommendations. Each recommendation aims to implement the study goals of improving mobility and enhancing the quality of life along the corridor in addition to responding to the needs established in the analysis of the existing conditions and the vision for future development created by the participation of community stakeholders.

The study identified eight existing or potential activity nodes along the corridor (as shown in Figure 1-2 located in *Section 1: Introduction*). These activity nodes operated as a major organizing principle for each recommendation category. The recommendations concentrate new development into these activity nodes with mixed-use, mixed-income, pedestrian-friendly development. The activity nodes will begin to emerge with the implementation of the recommendations of this study and completion of the projects and tasks outlined in *Section 4: Implementation*. The built-out activity nodes envisioned house more intensely developed, pedestrian-friendly centers that provide goods and services for those who live, work and play within a half-mile radius of the node. Provided that a balance of market demand and economic incentives support redevelopment of the identified activity nodes, most have the potential to increase the quantity and quality of retail, office, residential and green space.

Pedestrian friendly MLK activity node - Lowery

Activity nodes prioritize pedestrian safety. The study recommends safe, wide sidewalks as well as small neighborhood parks and plazas that make the choice of walking more attractive. Each activity node increases transportation choices for people by adding transit Superstops. These Superstops include covered waiting areas for bus transfers and encourage riders to patronize businesses located in the activity node. Other transportation improvements include pedestrian signals, mid-block crossings, intersection improvements that elevate the needs of pedestrians, median installations and better transit. Finally, buildings located in activity nodes should face the street with windows and entrances for sidewalk traffic. Zoning recommendations would place new buildings with a vertical mix of uses at the sidewalk.

Recommendations for properties that fall between activity nodes will promote more quality housing choices with safe access to goods and services located in the activity nodes. Improved safety comes from wider sidewalks, safer crosswalks, bike lanes, multi-use paths and slower traffic speeds along the corridor. Recommendations also protect existing single-family communities not located within activity nodes from incompatible development.

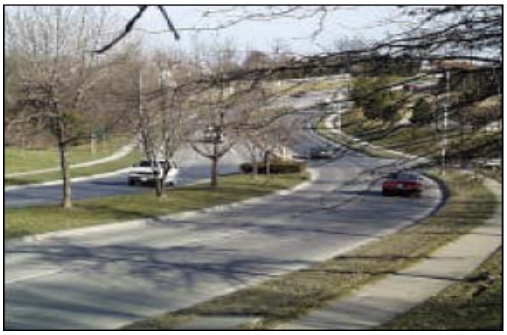
This report organizes the recommendations by segment (Segments 1A, 1B, 1C, 2 and 3) for the following elements: Transportation, Development Opportunities and Urban Design, Land Use and Zoning and Economic Development.

Transportation Recommendations

The transportation recommendations result from extensive coordination with community stakeholders and government officials including GDOT, MARTA and the city staff. Each of these stakeholders provided considerable insight and data. The transportation recommendations are based on the activity nodes concept and increasing mobility and accessibility to/from the nodes. Multi-modal use is also pertinent to the transportation component due to the diverse character of the corridor (pedestrian traffic, schools, MARTA rail stations/bus stops and the proximity of interstates to the corridor).

Summary of Recommended Strategies

The proposed transportation recommendations include raised landscaped medians, pedestrian signals/crosswalks, access management techniques, transit Superstops along with other amenities such as bus shelters, benches, markers, signage, etc. A description of a few of the key measures is as follows:



Example of a raised landscape median

- Raised Landscaped Median - A raised, planted median is an area between opposing directions of traffic planted with grass and shrubs, set off by curbs that inhibit the ability of automobiles to drive across. Openings, or gaps, are left in the medians to accommodate left turns at intersections, make left turns into major driveways, and provide opportunities for u-turns or reversal of direction. ADA-compatible ramps are provided where pedestrian crosswalks traverse raised planted medians. Plantings may vary, but generally are limited to materials that do not inhibit sight distances and are not barriers to errant vehicles. Along MLK Jr. Drive, the proposed medians west of H.E. Holmes would fit within he existing right-of-way and replace the center turn lane with breaks as outlined above. Raised, landscaped medians would provide traffic calming and create a safer environment for motorists and pedestrians. In addition they add beautification that provides relief from the harsh, physical environment currently dominated by pavement and high traffic speed

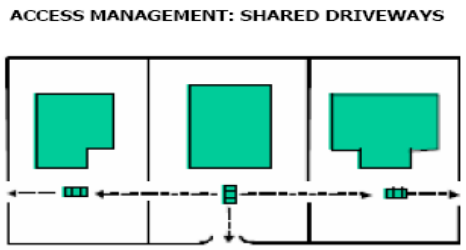
Example of a pedestrian crosswalk with paver

- Pedestrian Signals/Crosswalks – In most cases, crosswalks are designated by signs and pavement markings to focus pedestrians at specific areas where adequate sight distance and warnings exist. Signals are provided to enhance the effectiveness of crosswalks by stopping vehicular traffic to allow pedestrians to cross safely. Marked, painted pedestrian crosswalks are provided throughout the corridor. In most cases, crosswalks occur at intersections and most often at signalized intersections. In many cases, however, pedestrians may cross mid-block where crosswalks are not provided.

None of the currently existing mid-block crosswalks are equipped with pedestrian signals. Well-conceived cross walk signing and marking plans focus pedestrians at specific locations where demand is the highest. Signals further enhance the effectiveness by stopping vehicles.

Example of a pedestrian signal

- Access Management Techniques - Roads and streets provide the dual function of providing access to adjacent property and mobility for those traveling along the roadway. Access management seeks to maintain a safe, efficient balance between these two sometimes-competing objectives. Access management can take many forms, but the general purpose is to eliminate, reduce, or control conflicts between motorists traveling along the roadway and those either entering or exiting adjacent property. Every property along a roadway such as MLK Jr. Drive has a right to adequate access – but not unlimited access. (e.g., elimination of extra driveways/curb cuts, consolidation of driveway/curb cuts, median construction, right in/right out emphasis and inter-parcel access). Currently, the MLK Jr. Drive corridor provides poorly defined driveway access located randomly. The existing condition allows motorists to pull into traffic from a variety of points and angles. The streetscape projects, sidewalk improvements, landscaped medians and other enhancements recommended along the corridor will implement access management by restricting turns in to and out of driveways to specified locations.



- Transit Superstops - Superstops are used at the intersection point of several bus routes and allow bus transfers to occur at locations other than rail stations (although in some cases they are part of rail stations too). Additionally, Superstops may serve as neighborhood focal points. This study recommends their use at the activity nodes that include commercial and mixed land-use conveniences. These Superstops are ideal for integrating mobility stations into existing commercial developments. The location of a Superstop should be in an area where ease of transit vehicles ingress and egress is a priority. Typical amenities found in a Superstop are benches or leaning posts, a trash receptacle, public phones, landscape planters and a transit system information kiosk. The Ashby, Holmes and West Lake MARTA stations currently integrate the bus and rail systems as multiple bus routes converge on each station. The study includes recommendations for Superstops in these locations as a means for enhancing the

Typical Locations for Superstop Development

current setup with the station and does not intend to duplicate the service provided at the stations.

Segment Recommendations

The MLK Jr. Drive Corridor Transportation Study makes transportation recommendations intended to create an attractive investment environment that fosters redevelopment and enhancement of activity centers to improve the quality of life of those who live, work and play along the corridor. High-quality architectural materials and building styles, inviting public gathering spaces, and convenient access to a broad range of consumer services characterize such livable environments. The transportation recommendations for the corridor propose a diverse mix of multi-modal uses and strategies that are consistent with the land use recommendations. Comprehensively, these recommendations facilitate the efficiency of the eight activity nodes and bring consumers, employees and others to these livable environments.

The text and maps on the following pages outline the transportation improvements, strategies and solutions for each segment of the corridor that are being recommended to implement the MLK Jr. Drive Corridor Transportation Study.

Segment 1A Overview

- Raised Landscaped Median (Fulton Industrial Boulevard to Interstate 285) - *median breaks are conceptual at this point and only shown at intersections, but will require more detail.*
- Sidewalk and Streetscape Upgrade/Improvements – both sides of MLK from Fulton Industrial Blvd. to I-285
- Intersection Improvement (correcting bad slope) – MLK at Adamsville Drive
- Traffic Signal Installation – MLK at Adamsville Drive
- Pedestrian Signal Upgrade – MLK at Adamsville Drive, MLK at Bakers Ferry, MLK at Fairburn Road
- Enhancing existing pedestrian network throughout segment (Streetscape and Traffic Calming Improvements such as pedestrian lights, street trees and furniture, etc.)
- Traffic Signal Upgrade/Synchronization – MLK at Fairburn Road
- Transit Superstop at MLK at Fairburn Road Activity Node
- Access Management measures along segment (inter-parcel access, curb cut and driveway consolidation)
- Gateway designations, signage and Wayfinding element throughout segment *(includes the Wayfinding signs and gateway elements at MLK at Fairburn Road, MLK at Interstate 285, the western boundary of the study area and the Adamsville Community, etc.)*
- Extensive coordination with MARTA and GDOT
- Transit Oriented Development (TOD) at Activity Nodes
- Consolidation of bus stops at various locations along segment
- Installation of bus shelters where appropriate along segment

Figure 3-1 on the following page maps the recommended projects. Figure 3-2 depicts the recommended typical section for Segment 1A and 1B.

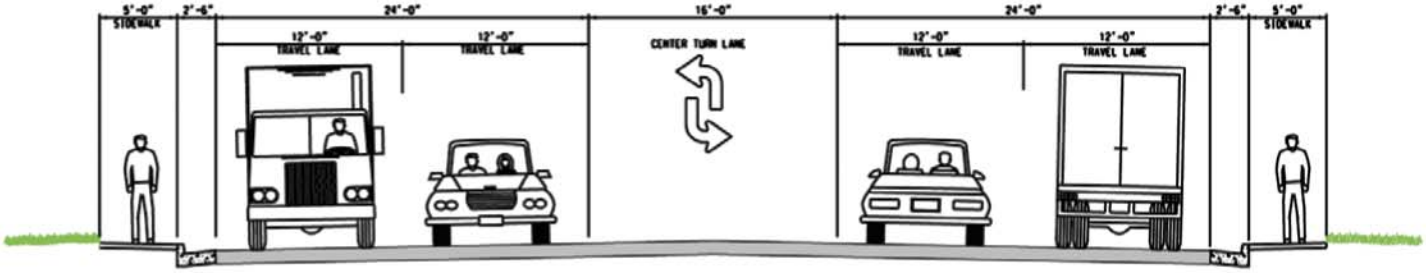
Figure 3-1: Segment 1A - Transportation Recommendations

- Sidewalk/Streetscape Improvements
- Raised Landscaped Median
- Intersection Improvements/Repair
- Signal Upgrade/Improvement
- Signal Installation
- Corridor Gateway
- Bus Superstop
- Pedestrian Signals
- Proposed MARTA Station

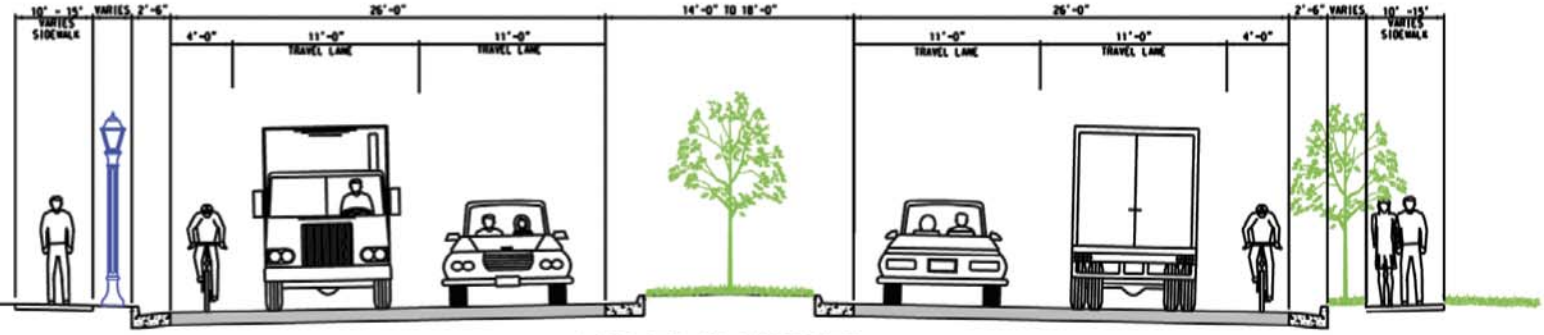
0 0.36 Miles

Martin Luther King Jr. Drive Corridor Transportation Study

MARTIN LUTHER KING, JR. DRIVE CORRIDOR STUDY



F.I.B TO H.E. HOLMES
(EXISTING)



F.I.B TO H.E. HOLMES
(PROPOSED)

Martin Luther King Jr. Drive Corridor Transportation Study
EDUCATION
NEIGHBORHOOD
COMMERCE

Figure 3-2: Segments 1A & 1B - Recommended Typical Section

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2420 BRANDYWINE ROAD, SUITE 220
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MARTIN LUTHER KING, JR. DRIVE CORRIDOR STUDY TYPICAL SECTIONS

Segment 1B Overview

- Raised Landscaped Median (*Interstate 285* to H.E. Holmes) - *median breaks are conceptual at this point and only shown at intersections, but will require more detail.*
- Sidewalk and Streetscape Upgrade/Improvements – both sides of MLK from Interstate 285 to H.E. Holmes
- Multi-Use Path – North side of MLK from near I-285 to H.E. Holmes Drive
- Traffic Signal Installation – MLK at entrance to Adamsville Recreation Center and driveway improvements
- Pedestrian Signal Installation – MLK at entrance to Adamsville Recreation Center
- Pedestrian Signal Upgrade – MLK at Lynhurst Drive
- Enhancing existing pedestrian network throughout segment (Streetscape and Traffic Calming Improvements such as Pedestrian Lights, Street Trees, Signage and Street Furniture)
- Transit Superstop at MLK at Lynhurst Activity Node (West Ridge Shopping Center)
- Pedestrian Signal Upgrade – MLK at Linkwood Road
- Transit Superstop at MLK at Holmes Crossing Activity Node
- Pedestrian Signal Upgrade – MLK at Holmes Crossing Activity Node
- Access Management measures along segment (inter-parcel access, curb cut and driveway consolidation)
- Pedestrian mid-block crossing – MLK at Cox Drive
- Pedestrian Signal Upgrade – MLK at H.E. Holmes Drive
- Proposed new MARTA Station at MLK at Interstate 285 (*MARTA project*)
- Pedestrian Signal Upgrade – MLK at entrance to proposed MARTA station
- Gateway designations, signage/Wayfinding elements throughout segment *(includes the Wayfinding signs and gateway elements at MLK at Interstate 285, MLK at the Adamsville Recreation Center, MLK at Lynhurst Drive and MLK at H.E. Holmes Drive)*
- Extensive coordination with MARTA and GDOT
- Transit Oriented Development (TOD) at Activity Nodes
- Consolidation of bus stops at various locations along segment
- Installation of bus shelters where appropriate along segment

Figure 3-3 on the following page maps the recommended projects. Figure 3-2 depicts the recommended typical section for Segment 1A and 1B.

Figure 3-1: Segment 1A - Transportation Recommendations

- Sidewalk/Streetscape Improvements
- Raised Landscaped Median
- Intersection Improvements/Repair
- Signal Upgrade/Improvement
- Signal Installation
- Corridor Gateway
- Bus Superstop
- Pedestrian Signals
- Proposed MARTA Station